

# Hongkong Daily Press.

ESTABLISHED 1857.

F.O.S.  
VERY OLD LIQUEUR  
SCOTCH WHISKY.  
Per Doz. \$15.00  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,647 號第千肆百陸千叁萬壹第 日九十月十年十二緒光 HONGKONG, MONDAY, DECEMBER 9TH, 1901. 壹拜禮 號玖月式十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

**CHAMPAGNE**  
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PER CASE, - PINTS, \$50; QUARTS, \$48.

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Fine OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.

Hongkong, 1st January, 1901. [a39]  
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WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 20 minutes.  
9.30 a.m. to 10.40 a.m. Every 15 minutes.  
10.40 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
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JOHN D. HUGHES & SONS,  
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Hongkong, at October, 1901. [a2487]

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Repairs executed with promptitude and skill.  
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Hongkong, 4th April, 1901. [a2446]

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Hongkong, 12th June, 1901. [a1480]

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\$5.50 per Cask of 37½ lbs. net wt. Factory.  
\$3.30 per Bag of 250 lbs.  
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Hongkong, 1st June, 1901. [a3122]



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Hongkong, 3rd December, 1901. [a40]

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For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,  
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Price 50 Cents and \$1.

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A VALUABLE REMEDY FOR INFLUENZA (COLDS, BRONCHITIS, ASTHMA, and all Diseases of  
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TOYS! TOYS! TOYS! [a38]

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GLACIALE**

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\$20 PER DOZ.

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See analysis and certificate by Professor Cassal

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Less old than the above.

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Very soft, palatable, and mature.

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GLADIATOR, Packing for High Pressures. Recognized by leading Engineers to be the  
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Hongkong, 12th February, 1901. [1-1642]

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Hongkong, 2nd July, 1900. MANAGER. [53]

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Handsomely Furnished and Exceedingly

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Special Attention paid to the Comfort of

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Cuisine excellent; under Experienced Ma-

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Terms Moderate.

J. H. WAINWRIGHT,

Manager.

Hongkong, 1st December, 1899. [52]

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THE SANITARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and

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CHAMBER, leaving Hongkong at 2 p.m. and

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Cable Address—"Boavista."

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2488a] MANAGER.

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THIS First-class and well-famed establish-

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of PRATA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

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Telegraphic address "HINGKEE" [1682]

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GOOD Accommodation.

Excellent Cuisine.



## INTIMATION

ESTABLISHED A.D. 1841.

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THE HONGKONG DISPENSARY.

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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th December, 1901.

Mr. H. J. WHIGHAM, whose work as correspondent for the *Morning Post* is well known, has written in very eulogistic terms of the German colony at Kiaochow, or Tsintau. We have already noted the rapid progress made there, judging from the statements of German officials and British observers alike. Mr. WHIGHAM's report goes perhaps further in its expectations of the future of the port. He claims that it is a moral certainty that Tsintau will, to a large extent, absorb the export and import trade of Shantung, both capturing the old trade and creating by the railway new centres of activity. The railway will also tap the coal-mines near Weihaiwei, which are said to be of considerable value, even if the coal is not, according to the usual formula, "equal to the best Cardiff." Finally, he says, it must be remembered that Tsintau as a deep-water harbour will be a useful commercial base and distributing centre for all German trade in the north of China, Manchuria, and Corea. That Tsintau can ever rival Shanghai or even Dally (since Dally is at the end of an infinitely greater railway system), Mr. WHIGHAM does not maintain, but he holds that the German possession is yet destined to extract what commercial profit there is out of the province of Shantung; and, considering the thrifty nature of the people and the mineral prospects of the country, that profit is not unlikely to be considerable. The capital spent on Tsintau can never be exactly repaid in hard cash; primarily Tsintau is a naval base, and the money, or a large part of it, had to be spent regardless of direct commercial considerations. Having said so much, it was not to be expected that Mr. WHIGHAM could refrain from comparing the treatment of Weihaiwei, "the neglected spot on the

Shantung coast which British officials, both civil and military, dismiss at present with something like contempt." Weihaiwei, the *Morning Post's* correspondent claims, in spite of this contempt, is likely to play a prominent part in Chinese history during the next ten years. We should be glad to think that this is so. At the present moment it is as difficult to see what are the intentions of the British Government toward Weihaiwei as when we first took over the place from its Japanese occupants. Changes in its administration there certainly have been, but very little is to be gathered from these. Having originally handicapped most unnecessarily the new possession by a very one-sided understanding with Germany, the home authorities obstinately refuse to give any indication of what they intend doing with it now. So far it appears to serve chiefly as a home for grievances, and a striking contrast to its near neighbour Kiaochow, or Tsintau. Yet a great number of unprejudiced observers have all along upheld the natural advantages of Weihaiwei, whereas in the case of the German port the chief admiration is expressed for the way in which obstacles are being overcome and a fine colony being evolved in a none too favourable situation.

The Hon. R. Murray Rumsey has been elected a member of the Church Body, vice Sir John Carrington, C.M.G., resigned.

Yesterday the German cruiser *Hertha* arrived from Amoy. The Hongkong Regiment returned home, after its long absence, in the Douglas steamer *Hainan*.

On the 1st ult. the Lord Mayor received from the Secretary of State for the Colonies a cheque for £12,500, being a contribution by the Colony of Hongkong towards the Fund for the National Memorial to Queen Victoria.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during November, are certified by the managers of the respective banks:

Bank.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	3,005,198	1,500,000
Hongkong and Shanghai Banking Corporation	7,688,595	5,000,000
National Bank of China, Limited	447,350	150,000
Total	11,141,143	6,650,000

The Empire Comedy Company concluded its season in Hongkong on Saturday night, when a large house assembled to witness the farewell performance of this popular variety combination. The entertainment went off with the happy ending that has been such a pleasant feature of every performance, and the various items of the programme were excellently received—in the majority of cases encored. Mr. Steve Adams, who had occasion on the previous night to rebuke one or two people for interrupting him, met another obstructionist in a spectator, sitting in the front row of the pit, whom he effectually silenced by a few words very much to the point. This piece of by-play was much appreciated. The company is leaving on Wednesday for Singapore, where a brief stay only will be made.

While making enquiries on Friday regarding absconding house boys, in a cowlon, Sergeant O'Sullivan came across two unemployed conks, one of whom had been in the service of Mr. T. H. Reid, 3, Knutsford Terrace, and these men he searched. On the person of one was found some European keys. In a room rented by another boy in the employment of Pastor Kriel he found a large quantity of provisions obviously stolen from Europeans. It was discovered then that this house was practically a rendezvous for house boys to bring anything they could steal to the goods being paid for by one of the boys, who being a compadre's servant was able to dispose of them among his master's sales. The three boys were brought before Mr. Kemp at the Magistrate's on Saturday. One was sentenced to 14 days' hard labour and the others were bound over. As an explanation of his possession of a quantity of butter, which among other things was found in the house, one of the prisoners said he had supplied the family with whom he served with lard instead. Another of the accused said he left his employment because he had too much work to do and too little pay for doing it.

A daring robbery is reported as having been perpetrated on the *ss. Loongang*, which is at present lying in the Harbour. Captain G. S. Weigall went on shore on Friday evening to visit some friends, leaving his keys in his cabin. These his boy found and placed below the pillow. When Mr. Weigall returned late in the evening, he found that the right-hand drawer of his wardrobe had been unlocked and taken away. It contained cash to the amount of about \$700 and papers—I. O. U's, etc., representing over \$1000. Some photographs were also missing. No clue has been got as to the thief or thieves so far, but the police are prosecuting a vigorous search. The people on the ship, including the Chinese quartermaster on duty at the gangway, declare they saw no one come on board, so it is likely that the robbers clambered up the side at some unwatched part of the vessel. This is all the more likely as there was the usual large number of cargo-boats surrounding the steamer at the time. The second officer says he saw a light in the cabin about 10 o'clock but paid no attention otherwise, as he concluded that the captain was in the room. In the course of the day Captain Weigall had paid the crew their month's wages and also received his own pay, so that there was more money in the cabin than there otherwise would have been. Obviously the robbers were well acquainted with the ship.

On p. 5 to-day appears the first of the series of articles, *Towards the Sunrise*, by Mr. Wirt Gerrard.

Regulations regarding the disposal of ashes from ships in the harbour are published in the *Gazette*.

M. R. Rénan is recognised as in charge of the French Consulate here during the absence from the Colony of M. G. E. Liébert, Consul.

The *Gazette* notifies that tenders will be received for the erection of the proposed clock-tower at Blakes Pier up to the 30th inst. at noon.

The extension of the prohibition to export arms, etc., or carry them coastwise within the Colony, for a further period of six months is notified in the *Gazette*.

We received yesterday the following typhoon warning, dated Manila Observatory, 7th December, 3.45 o'clock p.m.:—The typhoon S.S.E. of Manila lying in Sulu Sea, probably re-arriving.

We have received from Messrs. Caldwell Macgregor & Co. some pocket-wallets of a very neat character, advertising the firm's wines and spirits, but in an unobtrusive way. They are of an useful size and shape.

The Hongkong Football Club met and defeated the 25th Company, R.G.A. in a match at Happy Valley on Saturday afternoon. The Club had easily the best of the game, and scored their opponents by four goals to nil.

Messrs. Erich Geyer & Co. say in their Weekly Share List, dated Hongkong, 7th December:—With the continued dullness, business during the week under review must of necessity have been of restricted nature, but it may be taken as a healthy sign that no important deviations in prices have to be chronicled.

There will be a hockey match at 4.30 p.m. to-day between the Hockey Club and H.M.S. *Blenheim*, which the following will represent the Club:—Forwards: J. Hooper H. Shuttle, Capt. Dykes, A. C. J. Stevens, F. M. Brown, J. Davies, H. W. Slade, C. P. Chatter, Capt. Bayley, Bucks—F. H. Yeats, P. H. Campbell, goal—T. C. Grey. The Club will play in white.

The Telegraph Companies notified on Saturday that communication by cable with Shanghai, North China and Japan is totally interrupted owing to the break of the Foochow-Shanghai, and Amoy-Shanghai cables. Telegrams are being forwarded by cable to Foochow and thence by Chinese land-lines. Copies will also be posted from Foochow; the next steamer leaves that port to-day or to-morrow.

We have received from the head quarters of the China Association a pamphlet containing certain correspondence published for the information of members, serving as appendices to the annual publication. A variety of subjects are dealt with, covering the Political Situation, Tariff Revision, the Teaching of Chinese in London, the Perpetual Leases question in Japan, and reprints of proceedings at various public meetings of the Eastern branches of the Association. We hope to deal with some of this correspondence very shortly.

Constable A. Counsel, in overhauling a sampan at Kowloon, found in the possession of one of the passengers a bag of rice marked "G.P.R." and a quantity of apples, oranges, etc. Enquiry showed that the articles had been stolen from the *Empress of Japan*. At the Magistrate's on Saturday, the defendant was sent to prison for six weeks. Another Chinaman was sentenced to 14 days' hard labour for stealing two bottles of beer from the house of Mr. Wright, C.E., 1, Ormsby Terrace, and for receiving the stolen property a second was sent to prison for a similar term. The first prisoner, a house-cook, offered a very ingenious excuse. The beer, he said, had been put down before his master's guests, but was not touched, and he accordingly considered it to be his lawful perquisite. The Magistrate, however, did not accept that view of the case. A house-cook in the employ of Mr. J. C. Logan, assistant in Messrs. Shaw, Tomes, & Co., was sentenced to three weeks' hard labour for stealing a \$5 note from his master's pocket-book.

The German steamer *Kriegfeld*, on her return from China, brought 175 old Chinese brass guns, which in former times were placed on the walls of Peking. Some of them are very heavy, and from Chinese inscriptions on them it transpires that they are from 200 to 350 years old, and that they have been made in China under the tuition of the Jesuits. A wooden gun also was among the transport, as well as sundry pieces of ordnance and other Chinese plant of war. The metal of the guns is very valuable, but only those few guns which already are damaged will be melted. The remainder will be placed in the new naval museum at Berlin.

Mr. Edward Moore, D.L., J.P., formerly of Shanghai and Hongkong, presided at the opening of the Drill Hall for Volunteers, at Hendon, Middlesex, on the 26th October, when the Duke of Cambridge declared the drill hall open. Over 1,000 persons attended, and a distinguished company supported H.R.H. on the platform. Mr. Moore, who was mainly instrumental in forming the Hendon force and raising the funds wherewith to build the hall, referred in his speech to the inception of the movement and the result of the public meetings over which he had presided, dealt with the accommodation and the cost of the building, the number of men enrolled, &c. The first item in the day's programme was the presentation of medals to sixteen volunteers in the 5th Middlesex Regiment who had returned from the seat of war. H.R.H. handed the coveted decoration to the recipients as they came forward, and subsequently spoke at some length in commendation of volunteering, and also on the present war in South Africa. Hendon was *en fêre* for the occasion.

The last number to hand of *Fantasy Fair* contains a cartoon by "Spy" and a lengthy biography of Sir Edward H. Seymour, late Governor of this station.

Judge Taft, Civil Governor of the Philippines, is going on a visit to Singapore for his health and will probably not return to Manila until May next.

The War Office has been calling for Regular non-commissioned officers at home to volunteer for service with the Chinese Regiment of Infantry at Weihaiwei.

Japanese papers report that the Government is selling its 50 million yen of Chinese Indemnity bonds to the Postal Savings Bank Bureau for 40 millions, of which two millions go to pay private claims.

At the annual meeting of the Christian Foreign Missionary Society at Minneapolis, held on the 17th ult., the treasurer's report showed that there was a decrease of over \$20,000 compared with the report of a year ago. The chairman of the society said that Mr. Mark Train was directly responsible for this falling off, through his criticisms of missionary work.

Gas Burns, trainer with Harrold's Circus, appears to have had another narrow escape for his life from Duke, the circus tiger. A Calcutta telegram of the 21st ult. says:—The tiger-tamer of Harrold's Circus at Rangoon was mangled on Tuesday night. He had a narrow escape. The beast refused to jump a flaming bar, and attacked the tamer, who was removed to hospital.

The London *Gazette* contained last month a proclamation announcing the King's new title assumed by virtue of the Act passed last session. His Majesty is now to be known as "Edward the Seventh, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India."

Since the conclusion of the Chinese peace negotiations the Japanese troops in North China have been gradually withdrawn. Altogether 2,000 men are left in various places, of whom 500 each are stationed at Peking and Shanhaikwan, and 300 at Tientsin. The rest are distributed at various points, a small number being placed at Shanghai as "guard to the Japanese Consulate."

Captain G. A. Giffard will shortly relinquish his appointment as Commodore of the second class in charge of the Newfoundland Fisheries, and will be succeeded by Captain E. A. J. Montgomery, C.B., who at present commands the battleship *Prince George* in the Channel Squadron. Capt. Arthur Clarke, who recently commanded the *Undaunted* on the China Station has been mentioned as the successor of Captain Montgomery in command of the *Prince George*.

At Berlin, under presidency of General of Infantry Baron von der Goltz, the Deutsch-Ostasiatische Gesellschaft (German East Asiatic Society) has been founded, and has begun its operations. The society intends to enter into close relations with Germans in Eastern Asia, and will use every endeavour to forward scientific and economical enterprises likely to protect and forward German interests in the Far East. Among the names of the originators is that of Herr Ballin, of the Hamburg-American Line.

In the little speech which Admiral Seymour made the other night at the dinner given in his honour by the Author's Club, the *L. and C. Express* writes, he said that in the joint arrangements in China made by the various European navies there was not a word of jealousy or wrangling, and he conceived the reason to be that the sailors of different nations are so used to meeting one another all over the world that an extraordinary situation came almost naturally to them. This seems to us a particularly happy remark, and perfectly true. As we all know a sailor is, in a way, a citizen of the world, and the thought at once suggests itself that it would be a good thing if the army had the same opportunities.

The new battleship *Vengeance*, which was delivered from the works of Messrs. Vickers, Sons, and Maxim in May last, is now nearly completed. She is the last of six battleships that were built from the estimates of 1896-97, but her lateness in completion is due to the fact that she was imprisoned for a long time in the dock-bins at Barrow-in-Furness owing to an accident to the dock sill, which took some months to repair. Of her five sisters, the *Carnegie* is serving on the Mediterranean Station, and the other four—the *Abino*, *Glory*, *Goliath*, and *Ocean*—are with the China Squadron. It has been suggested that the *Vengeance* will also proceed to China by-and-by; and this is extremely probable, if only from the fact that it must be a great advantage to have a homogeneous squadron of battleships on every important station, and that the *Barfleur* has left this station.

The entries for Mr. Lacock's cup at the boxing entertainment to-night were coming in well last week, among the probable contestants being Seaman Carver of H.M.S. *Blenheim*, P. Keogh, A.B., H.M.S. *Aurora*, and Gunner Harvey, R.M.A., all of whom are light-weights. It has been found quite impossible to get up a heavy-weight display, or to find anybody to meet Gunner Lennard. The contest is to be four three minute rounds under Marquis of Queensberry rules. Both men being on their feet at the end of the fourth round, the decision will be given by the referee on points. In connection with future boxing displays, we are told, an organisation has been formed, entitled the Olympic Club, with the following officials for the time being:—President, J. Christof; Manager, J. H. Dewar; referee, Mike Collins; Official Time-keeper, Mr. Frost; Secretary, W. Muskett.

Captain Mortimer O'Sullivan is preparing a paper on "Inland Waters of China" for the Royal Geographical Society in London.

At a banquet of the Comité du Commerce de l'Industrie in Paris at the end of last month, M. Waldeck-Rousseau made the very wise (and not unnecessary) remark that France needed not to enlarge but to organise her colonial empire.

Count von Waldersee's health has much improved last month. The Field-Marshal was taking daily drives, and it was expected that he would be able to go to Berlin about the end of the month, when there was to be a meeting of the officers of the German China Expedition.

A Taipei, Formosa, telegram of the 25th ult. says:—At daybreak of the 23rd inst. about 200 bandits raided the Bokshi Kyaku branch of the Kagi District Office in Tainan-ken, and after plundering the contents set fire to the building. More than twenty officials were killed or wounded. A band of about 30 bandits attacked Teeskiko, and the Japanese inhabitants have fled to Futailai.

The application of the Mormon priests for permission to propagate their creed in Japan has been granted by the Government on condition that they shall not preach the doctrine of polygamy. The Mormon missionaries in Japan have all along maintained that they had no intention of preaching polygamy, so that they have now obtained all they wanted, and the effort of the missions already established to get Mormon teaching prohibited has failed.

Pak Sai-jun, the Korean Minister for Foreign Affairs, who visited Japan to see the military manoeuvres, is still in Tokyo, and it would appear that advantage is being taken of his presence by the Japanese Government to endeavour to introduce some reforms into Corea. It is stated that Japan intends seriously to press legislative and administrative reforms upon Corea and to endeavour to bring about the recall of the Korean political refugees who are at present in Japan. Pak has been daily exchanging telegrams with his Government.

The *Japan Times* quotes the following from the *Sydney Bulletin* as a comment on the suggested vetoing of the Bill restricting immigration:—"Long ago Australia had to face the question—Shall we allow England to send convicts to our country? Australia's answer was No. Now, Australia has to face the question—Shall we let England send niggers and Japanese to our country? And the answer will again be No." The *Japan Times* comments upon this and other remarks to a similar effect in the article that it is not pleasant to be told that Japanese civilisation is only a thin veneer, or to be classified with Africans and spoken of in the same breath with convicts, but adds:—"We must, however, confess that it is impossible to be offended by an insult so coarsely frank and open-hearted." The *Japan Times* is certainly very amiable about the insult.

The *Kobe Chronicle* says:—"Japan must surely be regarded as a paradise by beachcombers, to judge from their affection for the land. There are said to be about fifty at Nagasaki, many of them deserters from the American transports. Whether this is an exaggeration or not we do not know, but we have quite enough in Kobe. The police regard the Sammen's Institute as the natural place for such men, and a day or two ago a policeman was seen showing two new arrivals to Kobe into the Institute by the back way. Where men are really deserving and the victims of misfortune we should be the last to prevent them from receiving help, but unfortunately many of the men who take up the life of a beachcomber and beg from residents do so from an objection to work of any kind. The Japanese would do well to copy the Hongkong law with regard to the landing of destitute persons in Japan." Yet we in Hongkong are apt to think this "Island of beachcombers' paradise!"

At the quarterly general meeting of the Manchester Chamber of Commerce, held on the 4th ult., the President, Mr. John Thomson, reviewed the matters that had engaged the attention of the Board. Referring to the Chinese tariff he said:—Sir Alfred Bateman, of the Board of Trade, and Mr. E. F. Alfred, with the assistance of two other gentlemen of large experience in China, were engaged in preparing a list of specific duties to represent 5 per cent. on the basis of the average of three years. On the invitation of the Committee, the President of the Chamber of Commerce, accompanied by one gentleman who is an expert in the Chinese trade, was to attend the Board of Trade next day (5th ult.) to advise upon the proposed list which had already been drafted. Mr. Eckhard (Messrs. Reiss Brothers) had kindly consented to accompany him. It was important that the recommendations of Sir A. Bateman's Committee should be sent out as promptly as possible, because they would provide the basis for the negotiations of the Commission presided over by Sir James Mackay, which was entrusted with the duty of settling the tariff with the Chinese, besides other matters of great moment to the community there. He feared that the adoption of a tariff founded on the recommendations now being prepared could not be expected finally to settle the matter. The Chinese Government had already forewarned further proposals for a higher rate of duty, perhaps in consideration of the nominal abolition of *lekin*, or internal taxation, and other advantages. Sir James Mackay's Commission had a difficult task to secure that such advantages were real and could be carried out in practice. Unless there was a very complete change in the system of Chinese government there was danger that the equivalent of *lekin* would continue to be exacted under some other name, even should its abolition be conceded in return for a further increase of duties.

## TELEGRAMS.

## REUTERS' SERVICE.

London, 5th December.

## THE ISTHMIAN CANAL.

The report of the United States Canal Commission, favouring the Nicaraguan route, taking eight years to construct, and costing one hundred and ninety million dollars. The report at the same time admits many advantages of the Panama route.

London, 5th December.

## SOUTH AFRICA—IMPORTANT CAPTURES.

Three laagers were surprised, and 250 Boers captured in the Transvaal yesterday.

## QUEEN WILHELMINA AND HER HUSBAND.

Prince Henry has returned to The Hague, and his relations with Queen Wilhelmina have been resumed.

London, 6th December.

## MARQUIS ITO'S TOUR.

Marquis Ito has left St. Petersburg.

## THE ISTHMIAN CANAL TREATY.

The Hay-Pauncefote Treaty has been published. It provides for the construction of the Isthmian Canal by, or under the auspices of, the United States; who are given all rights incident to such construction, and the exclusive right of management. It provides for the free and equal navigation of the Canal by the merchantmen and warships of all nations similar to the Suez Canal. The question of fortifications is not mentioned.

London, 6th December.

## THE FRENCH LOAN.

The French Senate has passed the Bill for the proposed loan against the security of the Chinese indemnity.

## THE ISTHMIAN CANAL TREATY.

The foreign committee of the United States Senate has reported favourably on the Hay-Pauncefote Treaty in regard to the Isthmian Canal.

## MARQUIS ITO IN GERMANY.

Marquis Ito has arrived at Berlin.

## AUSTRALIA AND ALIEN IMMIGRATION.

The Melbourne Senate has passed the Alien Immigration Restrictions Bill.

## SOUTH AFRICAN WAR—TOTAL BRITISH CASUALTIES.

The total deaths among the British troops since the beginning of the war in South Africa, amount to 18,747, including 183 officers.

## SUPREME COURT.

Saturday, 7th December.

## IN A DIVISION OF JURISDICTION.

Before His Honour A. G. WISE (ACTING CHIEF JUSTICE).

## H. PLY &amp; CO. v. OWNERS OF S.S. "KUISANG."

This was a case in which the plaintiffs claimed \$1,100 in respect of damage caused to the junk *Sen Ti Li* by a collision with the *Kuisang* in the Harbour on 31st August last. His Lordship, in delivering judgment in the case, said the story for the defendants was that the *Kuisang*, which had arrived from a voyage early on the morning of the 31st August, came up the channel and down the central fairway, passing the *ss. Zefiro* on her port side with the intention of taking up her anchorage a little to the eastward of the *Zepo*. She had just arrived at her anchorage when the master noticed the plaintiff's junk immediately ahead of her steamer, barely 100 yards away, and the *Kuisang* crew, instead of keeping out of the way, stopped yulung and by a "ground tilt" their junk was swung on to the port anchor of the *Kuisang*. The story of the plaintiffs was to the effect that the junk, which had taken a cargo of coal on board from a coal steamer near Kowloon Island, was making her way to Kowloon Point across the tide. Suddenly, without any possibility of getting out of the way of the *Kuisang*, the *Kuisang* ran into her, starting in her port bow, at a distance of 100 yards, and she was forced to stop yulung and by a "ground tilt" their junk was swung on to the port anchor of the *Kuisang*. The story of the plaintiffs was to the effect that the junk, which had taken a cargo of coal on board from a coal steamer near Kowloon Island, was making her way to Kowloon Point across the tide. Suddenly, without any possibility of getting out of the way of the *Kuisang*, the *Kuisang* ran into her, starting in her port bow, at a distance of 100 yards, and she was forced to stop yulung and by a "ground tilt" their junk was swung on to the port anchor of the *Kuisang*.

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## NEW ADVERTISEMENTS

REQUIRED by a London Firm of East India and China Merchants a capable and energetic Agent.  
Write full particulars and references to—  
N. F.  
Care of Street Agency,  
39, Cornhill, London, England.  
[1814]

To THE COMMISSIONER OF CUSTOMS, CANTON.

Sir, I have the honour to report that in accordance with your instructions I have this day visited the s.s. *Fushin* in order to inspect any Cargo which might have remained on Board after the fire; and that I found that all the Cargo, which were on board at the time of the fire, has been destroyed and is valueless.

I have the honour to remain,  
Sir,  
Your Obedient Servant,  
(Signed) A. B. PFAUKUCHEN,  
Examiner.

Custom House,  
Canton, 27th November, 1901.  
Approved—  
(Signed) F. A. MORGAN,  
Commissioner.

IN THE MATTER OF THE TRADE MARKS ORDINANCE, 1898.

IN THE MATTER OF THE APPLICATION OF THE AMERICAN WALTHAM WATCH COMPANY for leave to register a TRADE MARK thereunder.

NOTICE IS HEREBY GIVEN that the AMERICAN WALTHAM WATCH COMPANY, a corporation organized under the laws of the State of Massachusetts in the United States of America and having places of business at Boston in the County of Suffolk and Waltham in the County of Middlesex, both in the said State of Massachusetts, has on the 25th day of November, 1901, applied for the registration in Hongkong of the following TRADE MARK:

**WALTHAM**

in the name of the said AMERICAN WALTHAM WATCH COMPANY, who claims to be the sole Proprietor thereof.  
The TRADE MARK has been used by the applicant in respect of the following goods:  
Time keeping instruments, watches and parts of same in Class 14.  
Dated the 7th December, 1901.

STEPHENS & THOMSON,  
Solicitors for the Applicant.

IN THE MATTER OF THE TRADE MARKS ORDINANCE, 1898.

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**WALTHAM MASS**

in the name of the said AMERICAN WALTHAM WATCH COMPANY, who claims to be the Sole Proprietor thereof.  
The TRADE MARK has been used by the applicant in respect of the following Goods:  
Time keeping instruments watches and parts of same in Class 10.  
Dated the 7th December, 1901.

STEPHENS & THOMSON,  
Solicitors for the Applicant.

NORDDEUTSCHER LLOYD ORIENT LINE.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"TSINTAU"

will be despatched as above on WEDNESDAY, the 11th inst.

For further particulars, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1901. [3135]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. *Victoria*.  
From Australia, ex s.s. *India*.  
From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N. Co.'s Steamers*.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWITT,  
Superintendent.

Hongkong, 5th December, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUIBANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from along-side.

Cargo impeding the discharge or remaining on board after Noon, the 11th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th December, 1901. [3130]

## NEW ADVERTISEMENT

THE OSABA SHOBEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain T. Katano, will be despatched for the above ports on SUNDAY, the 16th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th December, 1901. [17]

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

TO-NIGHT (MONDAY), 9th DECEMBER.

GRAND BOXING TOURNAMENT

and display of FISTIC SCIENCE, in which the TALENT OF HONGKONG will compete.

READ WHAT FOLLOWS.

PRIVATE SANFORD, B.W.F., vs. H. WARREN, R.W.F.

MIDDLE-WEIGHTS.

SEAMAN HOWELL, vs. PRIVATE HOWARD, B.A.M.C. (Feather-weight Champion, Hongkong).

FEATHER-WEIGHTS.

P.O. HENDRICK (Ex Champion) vs. "SAILOR SMITH" (Light and Middle-weight Champion, Hongkong).

and a HOST OF OTHER TALENT.

BOOK EARLY, or you may not be able to book at all.

RESERVED SEAT PLAN at the

THEATRE ROYAL CITY HALL.

POPULAR PRICES, \$3, \$2, \$1.

Hongkong, 5th December, 1901. [3105]

VICTORIA REGATTA, 1901.

11th and 12th December.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the company of the Ladies of Hongkong at the Grand Stand (Kowloon) on the occasion of the Annual Regatta.

The Ladies' Prize will be presented by Miss Hutchings immediately after the race on Wednesday, the 11th, at 2.30 P.M.

Admission to the Grand Stand (Gentlemen)—\$1 each day.

Tickets for admission may be obtained from the Steward, V.R.C.

By kind permission of Lieut. Colonel BAILLIE and the Officers, the Band of the 22nd Bombay Infantry will perform each day.

FRANK W. WHITE, Acting Hon. Secretary, Victoria Recreation Club.

VICTORIA REGATTA, 1901.

ENTRIES for the LIGHT GIGS, MEN OF WAR CUTTERS, GIGS and WHALERS, and OPEN SAILING BOATS for the forthcoming Regatta will be POST ENTRIES.

FRANK W. WHITE, Acting Hon. Secretary, Victoria Recreation Club.

Hongkong, 7th December, 1901. [3128]

REGATTA HOLIDAYS.

THE undermentioned Banks will be CLOSED for the transaction of Public Business at 1 P.M., on WEDNESDAY and THURSDAY, the 11th and 12th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN, Manager, Hongkong.

For the Banque de L'INDO-CHINE, Hongkong Agency.

L. BERINDOAGUE, Acting Manager.

For the Bank of China & Japan, Limited.

J. W. R. TAYLOR, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK.

E. F. GROS, Acting Manager.

Hongkong, 7th December, 1901. [3126]

NOW READY,

"THE CHINESE SOLDIER"

AND OTHER SKETCHES.

PRINTED ON CHINESE PAPER AND BOUND IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS.

AN ATTRACTIVE XMAS GIFT.

PRICE ... .. \$2.00

On Sale at

Messrs. KELLY & WALSH, LD., Messrs. W. BREWER & CO., and the "HONGKONG DAILY PRESS" OFFICE.

Hongkong, 8th November, 1901. 2854

## AUCTIONS

GOVERNMENT NOTIFICATION.

No. 709.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 9th day of December, 1901, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 23rd November, 1901. [3074]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 9th day of December, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regd. No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Rural District, Lot No. 116.	Deity Water Bay 1/2 150 120 150 25,401 52 1,125			

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

WEDNESDAY, the 11th DECEMBER, at 11 A.M., at the R.E. Yard opposite the Naval Yard.

A quantity of GAS GLOBES, BRACKET LAMP, OLD BRASS, ZINC CORRUGATED, WROUGHT AND CAST IRON, WOODEN PACKING CASES, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 6th December, 1901. [3112]

PUBLIC AUCTION.

MR. GEO. F. LAMMEET has received instructions to sell by Public Auction, in FOUR LOTS, the VALUABLE LEASEHOLD PROPERTIES known as Nos. 1 and 3, Lower Castle Road, No. 31, Wellington Street, and 322, Queen's Road Central.

on MONDAY, the 16th day of DECEMBER, 1901, at 3 o'clock in the afternoon, at his Auction Rooms, Duddell Street.

For Particulars and Conditions of Sale, apply to—

WILKINSON & GRIST, Solicitors.

70, Queen's Road Central, Hongkong, 6th December, 1901. [3113]

BAZAAR

IN AID OF THE POOR CHINESE ORPHANS OF THE ASILE DE LA SAINTE ENFANCE.

(Under the distinguished Patronage of His Excellency SIR H. A. BLAKE, G.C.M.G.)

The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, TO-MORROW (TUESDAY), the 10th instant, at 2 o'clock in the afternoon.

They request the presence of the Community in order to inspect the different Needle and Fan Works made by their Poor Orphans.

Hongkong, 4th December, 1901. [3097]

CHRISTMAS 1901.

THE undersigned is now prepared to supply

CHRISTMAS CAKES of the best quality, weighing from 1 lb. to 20 lbs., and also Mince, Plum, Assorted Cakes, &c.

DORABJEE NOWROJEE, Hongkong Bakery, 51, Des Voeux Road.

Hongkong, 7th December, 1901. [3123]

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG ABC Code, 4th Edition.

A1 Code, Lieber's Standard Code.

TELEPHONE 232.

Hongkong, 21st June, 1901. 1754

NOTICE.

THE undersigned carry in Stock an extensive line of CIGARS and CHAMPAGNES from the "GERMINAL" FACTORY of Reims, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 2nd August, 1901. [1913]

CARTRIDGES! CARTRIDGES!

JUST LANDED A NEW STOCK OF ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT CARTRIDGES

26 BORE CARTRIDGES

16 " "

12 " "

10 " "

8 " "

Wm. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

## PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held in the HOTEL, on WEDNESDAY, the 11th December, 1901, at Noon, to consider a proposal of the Board of Directors for the profitable utilization of the Ground on the Reclamation in front of the Hotel and, if approved, to pass the following Resolution:—

"That this Meeting approves the proposal for utilizing the Company's Praya Reclamation land (Remaining Portion of Marine Lot No. 7) by the erection of a building thereon."

C. MOONEY, Secretary.

Hongkong, 30th November, 1901. [355]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of December, 1901, at Noon, for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

RESOLUTION.

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Fifteen hundred Dollars)."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, at a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,  
R. P. MOFFITT, Secretary.

Hongkong, 27th November, 1901. [3034]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3758 for Fifty Shares, numbered 63,741 to 63,800 inclusive, standing in the Register in the name of HUGH CAMERON GIBSON of Shanghai, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of December, 1901, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th November, 1901. [2929]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that BRUNNER MOND & CO., LIMITED, of Northwick, Chester, England, Alkali Manufacturers, have on the 23rd day of September, 1901, applied for the registration in Hongkong in the register of TRADE MARKS of the following TRADE MARK:—

A design similar to that on the back of an English penny with the words "Empire Soda" and "Empire Brand Super Carb Soda" also 3-crescents with the initials "B. M. & Co." inside, the whole made up in the form of a wrapper in the name of BRUNNER MOND & CO., LTD., who claim to be the Proprietors thereof. The TRADE MARK is intended to be used by the applicants forthwith in respect of the following goods:—Bicarbonates of Soda in class 42. A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 7th day of November, 1901.

DENNY & BOWLEY, Solicitors for the Applicants.

28531

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that LAU WAI NAM, of No. 88, Benham Strand, Victoria in the Colony of Hongkong, druggist, has on the 2nd day of November, 1901, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, namely:—A distinctive mark or device of an intended Chinese character with the words LAU I CHAI in Chinese blended together into one: thus

enclosed within a circle, in the name of LAU WAI NAM who claims to be the sole proprietor thereof.

The TRADE MARK is intended to be used by the applicant forthwith in respect of the following goods, namely:—Prepared medicines, especially medical pills and powders, in class 3.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, also at the Office of the undersigned.

Dated the 4th day of November, 1901.

S. W. TSO, 39, Queen's Road Central, Solicitor for the Applicant

2842

NOW ON SALE.

DIRECTORY OF

PROTESTANT MISSIONARIES

IN

CHINA AND JAPAN

FOR 1902.

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HONGKONG  
BUSINESS DIRECTORY.

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48 and 45, Des Vaux Road. Shipchandlers,  
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hound Brand") and Blundell  
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DEOZ & CO.  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## WANTED ASSISTANT.

REQUIRED for an Hotel a PORTU-  
GUESE ASSISTANT to KEEP  
BOOKS. Salary \$50 and Free Board.  
Apply by letter to—  
"HOTEL"  
Care of Daily Press Office.  
Hongkong, 7th December, 1901. [3124]

## H. M. S. "TALBOT"

WANTED a WARD-ROOM MESS-  
MAN. Applicants to attend on Board  
on arrival of Talbot about 10th December.  
Hongkong, 4th December, 1901. [3095]

AN ENGLISHMAN (28) with Home and  
Eastern experience in General Mer-  
chandise and Shipping Office routine is open  
for engagement in the Colony.  
Address—  
H. F. G.  
Care of Daily Press Office.  
Hongkong, 29th November, 1901. [3052]

OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their Premises LIME-  
WASHED and CLEANSED in accordance  
with Law are reminded that the period during  
which this work should be finished ends on the  
31st day of December, 1901, and the Sanitary  
Board being convinced of the necessity of  
cleanliness in its efforts to STAMP OUT  
PLAQUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.  
By Order of the Board.  
G. A. WOODCOCK,  
Secretary.  
Sanitary Board Office,  
1st December, 1901.

Note—The Western Division of the City lies  
to the West of Morrison and East Streets. [3068]

## OREGON LUMBER.

THE Undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.  
SIEMSEN & CO.  
Hongkong, 14th February, 1901.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

## TOWARDS THE SUNRISE.

BY  
WIRT GEBRARE.

[COPYRIGHT.]

## CHAPTER I.

## THE AWAKENING OF RUSSIA.

Until a comparatively recent date Russia was  
treated by the nations of Western Europe as an  
Asiatic state. It was our mistake so to regard  
her. Russia is no more Asiatic than she is  
European, alone among the Great Powers to-  
day she is Continental.

Peter the Great, it will be remembered,  
wanted a port on the Baltic as a window from  
which he might see into Europe. Since his  
day Russia has opened doors to the west, but  
has never travelled far in that direction; she  
has turned instead towards the sunrise and  
marched eastwards.

We British have peopled south and west, but  
although we have spread, more or less, to every  
point of the compass, the east remains un-  
colonised. We do not know the east; its very  
strangeness awakens our interest, may even  
fascinate us, but never yet have we been  
drawn thitherward as the Russians find them-  
selves impelled. It is said that we do not  
understand the east; it may be that our  
westerners never will. Not that it is remote,  
but because it is so different. Russia has  
brought Japan within forty-two hours' sail of  
London. True, in addition there is a rail-  
way journey across two continents, but  
nowadays travelling by train is too trifling a  
matter to count. Of this long line, the sole con-  
necting land link between east and west, six-  
sixths is controlled absolutely by Russia. The  
country that joins the far east to the west is in  
a position to interpret one to the other, if com-  
petent—but this, Russia may not be. She has  
yet to show that she understands the east; she  
may not be western enough to make all clear to  
us, for at most, Russia is only connected with  
the west, and not herself of it.

Like a sponge Russia has absorbed; she has  
not assimilated. Whatever there is of western  
civilisation in the Russian is an accretion; there  
is no blend. The Russian is an apt imitator;  
but he stops there. His acquired knowledge  
does not enable him to initiate similar  
work but he becomes competent very  
quickly to act exactly as he is taught. By  
himself lying out on the yard did not our  
Admiral Crompt in one short month make of  
Russian serfs sailors able to manoeuvre a fleet  
into line against the French? Then, what  
excellent copies of western originals were made  
in the days of the great Catherine, when in art,  
letters, dress, deportment, and all things but  
essentials, the Russians became for a time quite  
French! So prone is the Russian to imitate  
that he is apt to mistake his copy for original  
work, so much so that one may doubt whether  
Russia will ever find herself. Of late years she  
has tried to accumulate material wealth by  
adopting the methods which have proved suc-  
cessful in the west. She is pleased with the  
result; in the slang of the day, Russia has  
arrived.

Some twenty years ago I stood one summer  
morning on the platform of the little frontier  
station of Alexandrovo, one of a dozen pas-  
senger stations where we passed leisurely through  
the hall of the custom house and set free to reach  
Warsaw. It was a first visit, and the memories  
of that journey through the fair land of Poland  
remain vivid. This summer I was one of  
hundreds of passengers arriving at the same  
station. The buildings had been enlarged, but  
the accommodation is still quite inadequate.  
The luggage, placed in a long single line, went  
round and round the custom house, extended  
from the hall to the platform, and from the  
platform wriggled down to the line. Great  
indeed is the rush east—the Poles have dis-  
covered the country.

The examination is minute; a weird scene by  
the light of many lanterns. The contents of  
large coffers tumbled out for inspection, goods  
handed from man to man, a din of excited  
chatter, men and women rushing confusedly  
from one line to another, falling over trunks  
and each other; the place littered with wares of  
all descriptions, until the hall resembles a cheap  
draper's shop on remnant day. A modest  
portmanteau and the regulation Gladstone bag  
present no difficulties. A bulky camera, an un-  
toned box of cigars, other ample provision for  
the journey are all passed without question. A  
few neckties and some many-times washed  
pocket-handkerchiefs are scrupulously examined  
for evidence of use. Russian industries are  
protected—these customs' watchers are the  
guardians, and they do their work thoroughly.  
Then a train is packed full as it will hold, we  
start sitting among our baggage—the Russian  
takes much into the compartment with him—  
and we prepare to endure the discomfort as far  
as Warsaw, luckily only a few hours' distant.  
From Warsaw on, the same overcrowding  
continues; congestion is chronic everywhere.  
Some lines are a little worse than others, but  
all are bad. To obtain a numbered reserved  
seat, it is necessary to book days in advance,  
river steamers sometimes are booked full weeks  
ahead. It is of no use trying to purchase a  
ticket at a railway terminus, it must be bought  
beforehand at an agency—where a fee is de-  
manded—and there the queue of would-be buyers  
is so long that it is best to hire a person to make  
the purchase. Passengers who have not a  
numbered seat in the train must go to the sta-  
tion long before the train is ready to receive  
passengers. There they must engage the ser-  
vices of a porter who, as soon as the doors are  
unlocked, will struggle with other porters, to  
get a vacant place for his employer. First-  
class passengers go second-class rather than  
not go at all; often would-be travellers are left  
behind for the next train owing to lack of room  
and this not on special occasions, but every day.  
Week in and week out it is a "bank holiday"

railway rush for the ordinary passenger. "Ex-  
tra coaches?" "Not without an order from  
head-quarters." "No room? Well, there's  
another train to-morrow." The like congestion  
pervades the Post Office, the Police department,  
the Crown department, indeed, all public offices.  
The capitals, St. Petersburg and Moscow, have  
each but one man selling stamps at the chief  
Post Office; he closes his drawer at twilight. Al-  
day, and is not able to reckon without the  
assistance of a counting-board! There are a  
half-dozen or so branch offices, but at these  
stamps are as scarce as postal orders are at the  
bookster-postmaster's shop in a Welsh village.  
At one branch Post Office, in Moscow, the  
letter-box was filled to overflowing—a dozen  
letters projected from the slit. I took my  
letters inside, where the clerk in charge declined  
to accept them. I explained the matter. "Find  
a letter-box which is not full," said he. "That  
will be difficult," said I. "Then wait until one  
is emptied to-morrow," he returned.

In Russia the people are awake; the govern-  
ment departments are not able to cope with the  
business brought them; they do not work at  
high pressure, and the higher officials know  
little or nothing of the business the public are  
anxious to transact, but have no opportunity of  
getting through. Instead of sending a telegram  
across Siberia it is quicker to send a messenger;  
an ordinary telegram has been three weeks in  
transmission from Irkutsk to Vladivostok.  
The lines are blocked by official messages, sent  
free, and "urgent" messages, which are charged  
treble rate. Many letters and telegrams never  
reach the addressees. On the other hand a  
message to a lady announcing her husband's  
death was delivered, and re-delivered, day after  
day until a friend went to ask for the discon-  
tinuance, as the repetition was unpleasant.

Between the frontier and Warsaw there are  
few noticeable changes; the crowds at the sta-  
tions are as large and as dirty as ever, but  
there are not so many beggars, and no traces of  
squalor. The uncleanliness and untidiness result  
from habit not necessity. Russian Poland is  
prosperous, and Poles in Austria and Germany  
seem anxious to get under Russian rule. There  
is considerable immigration which the Russians  
vainly endeavour to check.

The towns do exhibit changes and all for the  
better. Warsaw has improved beyond all  
expectation; its main streets are well paved and  
kept; its new buildings are grandiose when they  
are not handsome, and altogether the city is  
ostentatiously prosperous, in no less degree, but  
in not so an offensive manner as Berlin. Soon  
Warsaw will be a city well worth a long journey  
to see. The smaller towns do not all share the  
capital's good fortune, but some, as Lodz, have  
simply stepped from the rank of villages to cities  
in two decades. The cause is sufficiently simple.  
Industries were protected; the Poles possessed  
greater practical knowledge than the Russians,  
and have established factories whose products  
find a market in Russia at remunerative prices.  
Lodz is both the Oldham and Leeds of Russia;  
Warsaw is the Birmingham, Sheffield and more,  
for it furnishes all the articles of Paris, galan-  
terie ware, and goods "made in Germany" to  
which we are accustomed in the British market.  
Poland is making a big bid for the trade of  
the Far East, already her wares compete with  
foreign goods in all Russia, and Siberia's west  
of Lake Baikal. Poland is many things; most  
important she is, the western manufacturing  
annex of the great Russian Empire, and as  
that she will continue to prosper.

To see Russia and the Russians, the stranger  
must avoid the through express trains and  
travel by the "post." In the international  
"wagons-lits" one is cosmopolitan, but the  
post train is Russian, and frequented by the  
Russians almost exclusively. For the same  
reason one must travel second class or third,  
to escape the high official, the wealthy tourist,  
the ostentatious bag-man. In a car whose com-  
partment is forty, we find thirty-six through  
passengers, and numbers come and go short  
distances. The bell rings the second time, the  
real Russian ting-a-ling-ling-ling-gong-gong!  
The man has forgotten and reverted to  
the old practice. Now, on all railways from  
the Baltic to the Pacific, the bell is struck in  
simple sailor fashion. In the smallest things  
the old order changeth. Slowly the train  
starts forward, at the same moment, the pas-  
sengers uncover, cross themselves, and say a short  
prayer—some remain praying for several  
minutes. Only one passenger fails to observe  
the customs he remains unmoved, gazing idly  
out of the window; a fair-skinned man with  
short, grey door-knocker beard, and garments  
cut in German fashion; a foreigner clearly.  
"What are you?" I ask in German. "An  
Asian," he answers pleasantly. He had come  
west from beyond the Ural thirty years before,  
and he found Warsaw a very pleasant and  
profitable place. "Nowhere in the Russian  
Empire can one live so well and so cheaply," he  
said. "But he was a merchant."

Many changes have been made on that long  
run over marsh and through forest between  
Warsaw and Moscow. The track has been  
doubled; there are many clearings; at quite  
frequent intervals one sees a mill or factory in  
full work or building. Only agriculture is  
where it was, primitive as on a cotter's holding  
in the western isles. And the great marshes of  
the Minsk show no signs of the draining opera-  
tions which have been so long in progress.  
With so much better land ready to hand else-  
where the costly drainage of these swamps seems  
unnecessary at present.

No longer does the train stop at a wayside  
station in the early morning where peasant  
women with pails and ewers of fresh water  
stood ready for the passengers who had perforce  
to make their toilet *à fresco*; nor are the  
peasant children constantly offering their  
gathered wild fruits in birch-bark pottles.  
But the peasant is there in his sober garments  
of unbleached linen and vast shoes. His hair  
is cut square round his neck, his beard is never  
trimmed, and he knows not the use of paint for  
house, cart, or farming implements. There is

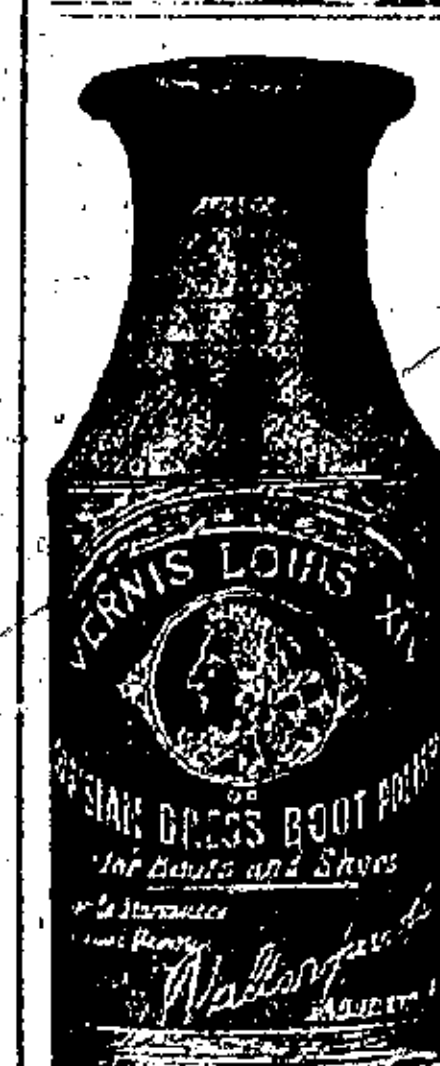
one other touch that is truly Russian. On the  
platform at Stolbi is a chapel-ardent,  
and there the train waits, whilst the conductors  
and others attend divine service. In Siberia  
the trains take their church and priests with  
them, but in Russia the church-car is as yet  
unknown. The delay is allowed for somewhere;  
exactly to scheduled time the train arrives at  
the Moscow terminus, no longer on the out-  
skirts of the town.

The Moscow of the literary traveller, the  
Moscow we all know, was a superb village  
built in a great hurry less than a hundred years  
ago. The larger part of that Moscow has  
already disappeared, the remainder is going as  
fast as a London alms before a newly-elected  
County Council. Wooden Moscow was picture-  
que and gay, but it was inconvenient, unsanitary,  
and fire insurance societies objected to it.  
Wooden Moscow will never re-appear; instead  
there is a town with immense buildings of white  
stucco and terra cotta; a town of surface  
railways and electric trams; of paved streets  
burrowed by water and gas-conduits; of large  
shops, magnificent arcades and all that goes to  
make a modern town fit for the habitation of  
the man of business. Those who would see  
anything of the Moscow they have pictured to  
themselves must hurry, soon all that will be  
left of it may be stated in two words—Kremlin,  
Churches. The bazaar of Moscow is a thing of  
the past; instead of the dark, crumbling, foul  
old Gostinnoi Dvor there is a marvellous block  
of arcades with overhead galleries, a block  
containing over one thousand shops and offices,  
all spick and span as the latest erection in  
Berlin. Gone, too, is the cloth-fair under the  
wall of the Kilai Borod; gone the Sunday  
morning market by the Sakharov Bashaia, gone  
the scrambling *shvashchiks* and the clamorous  
vendors of second-hand clothing. The  
Moscow of to-day is lit by electricity,  
and is eminently respectable and progres-  
sive. A bird's-eye view from the summit of  
Ivan Veliki is still a scene to enchant the eye,  
but eastward and southward the view is obscur-  
ed by the dark smoke belched out by many  
factory stacks. Wood fuel is no longer the  
rule; the blue sky is clouded by the black smoke  
from ligneous coal, or screened by the sopor  
vapour from part-consumed crude petroleum.

As Moscow, so the other towns in south and  
east. Kiev thinks Moscow slow, Odessa believes  
Kiev is far from being up-to-date; all are  
modifying their towns in accordance with the  
views of fitness held in the west. St. Petersburg  
and the German towns in the Baltic provinces  
are changing, too, but as they were of brick and  
stone bigger buildings of the same material do  
not bring about so great a change.

The villagers are flocking to the towns; St.  
Petersburg and Moscow, without extending their  
limits, hold much larger populations that  
formerly. In the capital there are huge  
tenement houses, but, as yet, neither town  
has developed suburbs, such as we have in  
England. The wide streets, the many open  
spaces and the sharp delimitation of the urban  
area give one a feeling of ample room—a sense  
of newness, freshness and youth.

The changes indicate unmistakably that Rus-  
sia is not eastern or conservative in things  
material. The people are not content to dream  
and let the world pass by. They are active,  
they are strenuous. Russians are making  
money, spending money, adding to their re-  
sources, developing their country as their means  
permit; what is more, they are evolving a peo-  
ple. Measured by the standards of the west,  
Russia is making progress. Russians know  
this. They believe that their country is  
another America, and that by adopting certain  
methods from the west their country will grow  
in importance as rapidly as the United States  
has done. How far they are justified in their  
belief time will show. At present we can ob-  
serve only the working of methods and policies  
borrowed from the west by people who are not  
Americans; and possess few, if any, of the  
characteristic qualities of the American people.



If you want your Boots  
well polished, tell your  
Valet or the Maid to ask  
for WALTON'S BOOT  
CREAMS and VAR-  
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WALTONIAN CREAM  
WHITE & BLACK.  
SANTAL MOSCOVITE  
TAN—3 SHADES.

PARISIAN DRESS-  
BOOT POLISH.

Order from Stores or  
Wholesale to—  
JOHN WALTON  
(PARIS).

MANUFACTURER,  
173, SHAFTESBURY AVENUE  
LONDON. [275]

## 司公濟鴻角旺

HUNG CHAI & CO. WONGKOK.  
YAU MAI.

MANUFACTURERS of MOSATO  
BRICKS of all Colours and Designs.  
Hongkong, 26th November, 1901. [3007]

## SIEN TING

SURGEON DENTIST,  
NO. 10, D'AGULAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1901. [2405]

CHEONG LEE & CO.

FURNITURE STORE,  
Established over 20 Years.  
IMPORTERS and EXPORTERS, and  
Dealers in Furniture, Blackwood,  
Jewellery, Clocks, Cutlery, Electro-Plate, and  
Glassware. Dining-room and other Furniture  
on Hire, &c. For the HIGHEST GRADE,  
BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL,  
Right opposite Robinson Piano Co.  
Hongkong, 20th November, 1901. [2852]

## CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING  
Mounted as CHRISTMAS and NEW-YEAR CARDS, with CHINESE GREETINGS  
Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year  
Plenty chances, larger gain;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crown your Undertakings  
My chin chin in Hongkong  
Makee you happy and strong  
Everything as you wish

贈新賀恭  
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FOR SALE AT

MESSRS. KELLY & WALSH, LD.  
MESSRS. W. BREWER & CO.

MESSRS. KRUSE & CO.  
MESSRS. ACHEE & CO.

AND OTHER STORES.

[2712]

RUPTURE RELIEVED AND BY THE USE  
OFTEN CURED OF OUR

## PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement  
of the body, and is very effective."  
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."  
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Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—  
HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W.  
[2703]

GREG RECKE 19 and 20, FEATHERSTONE STREET  
& CO. LONDON, E.C.

ESTABLISHED NEARLY A QUARTER OF A CENTURY.

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GENERAL PRODUCE BROKERS.  
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WHOLESALE EXPORTERS OF  
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(BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN  
POULTRY, EGGS, BUTTER, AND FARM PRODUCE.  
SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

JAPAN COALS  
THE MITSUI BUSSAN KAISHA  
(OR MITSUI & CO.)

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LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—6, LEE HOUSE STREET.

## BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Hongkong, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu,  
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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;  
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SOLE AGENTS for Fukuma, Hokoku, Ichihara, Kanda, Kishima, Manasawa, Onoura,  
Otsuji, Tohmyama, Tsukakuro, Yoshinotani, Yoshio, Yunkobara, and other Coal Mines.  
N. INUZUKA, Manager.

Hongkong, 1st November, 1901. [2778]

TRY  
NAVY CUT  
ATC  
A GENTLEMAN'S  
SMOKE  
Supplied in Three Grades.  
Mild Medium & Strong.  
PACKED IN  
AIR TIGHT VACUUM TINS  
MANUFACTURED BY  
THE AMERICAN TOBACCO CO. U.S.A.



[2735]



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ACHILLES	Brit. str.	2 m.	D. C. Gregor, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	BORNEO	Brit. str.	2 m.	Forbes Selby	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON, via SUEZ CANAL	GLENROY	Brit. str.	2 m.	C. L. Daniel	McGREGOR BROS. & GOW	On 24th inst.
LONDON, via PORT OF CALL	CHUSAN	Brit. str.	2 m.		P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON, via PORT OF CALL	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	LEXON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	PATROCLOS	Brit. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	HITACHI MARU	Brit. str.	2 m.	Fischer	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	VILLE DE LA CITAT	Brit. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
BREMEN, via PORT OF CALL	WAKASA MARU	Jap. str.	2 m.	P. Groch	MELCHERS & CO.	On 14th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SUTTOART	Ger. str.	2 m.	Borek	HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
HAVRE & HAMBURG	AMBERIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
TRIESTE via SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th February.
NEW YORK via PORTS & SUEZ CANAL	AUSTRIA	Brit. str.	2 m.	Fellner	SANDER, WIELER & CO.	On 17th inst., P.M.
NEW YORK via SUEZ CANAL	LENEXA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 21st inst.
NEW YORK	ARABIA	Brit. str.	2 m.	Wagner	SHAW, WATSON & CO.	On or about 17th inst.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	HAMBURG-AMERIKA LINIE	On or about 20th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	A. Dixon	DODWELL & CO., LIMITED	On 29th January.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
PAKING	PAKING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
THYRA	THYRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
EASTERN	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
TAIYUAN	TAIYUAN	Brit. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 18th inst.
KUMANO MARU	KUMANO MARU	Jap. str.	2 m.	Berberovich	SANDER, WIELER & CO.	On 27th inst., at 4 P.M.
MARIA VALERIE	MARIA VALERIE	Ans. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
KAGOSHIMA MARU	KAGOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
KAWACHI MARU	KAWACHI MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst., at Noon.
WUJONG	WUJONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
SINGAN	SINGAN	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
JAVA	JAVA	Brit. str.	2 m.	A. J. Valentini	P. & O. S. N. Co.	On or about 21st inst.
BENGAL	BENGAL	Brit. str.	2 m.	G. Dannemann	MELCHERS & CO.	Quick despatch.
PRINZESS IRENE	PRINZESS IRENE	Jap. str.	1 m.	S. Atsami	MIYOSI BUSAN KAISHA	On 18th inst., at Daylight.
ANPING MARU	ANPING MARU	Jap. str.	1 m.	T. Saito	MIYOSI BUSAN KAISHA	On 11th inst.
MADEIRA MARU	MADEIRA MARU	Jap. str.	1 m.	T. Katano	MIYOSI BUSAN KAISHA	On 15th inst.
LOONGSANG	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
ELCANO	ELCANO	Ans. ship	2 m.	Altonaga	BEANDAO & CO.	To-morrow, at Noon.
SUNGKIANG	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
EASTERN	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	2 m.	A. Ramsey	SHAW, WATSON & CO.	On 14th inst., at Noon.
TAIYUAN	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
TSINTAU	TSINTAU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 11th inst.
BORNEO	BORNEO	Ital. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 13th inst., at Noon.
SENICA	SENICA	Brit. str.	2 m.	R. Cormack	DODWELL & CO., LIMITED	On or about 15th inst.

## SHIPPING.

## ARRIVALS.

Dec. 6, HONGKONG, French str., 862, Pannier, Haiphong and Hoihow 5th Dec., General.  
—A. R. MARY.  
Dec. 6, MACHWEN, German str., 990, Wendig, Bangkok 25th November, General.—BUTTERFIELD & SWIRE.  
Dec. 7, CLARA, German str., 675, A. Ullrich, Haiphong 4th Dec. and Hoihow 6th, General.—JENSEN & CO.  
Dec. 7, DISIGO, American ship, 2,843, Geo. W. Goodwin, New York 30th June, Kerosine.—STANDARD OIL CO.  
Dec. 7, FOOKSANG, British steamer, 901, R. Y. Anderson, Chinkiang 3rd Dec., Ground Nuts and Oil.—JARDINE, MATHESON & CO.  
Dec. 7, SUIKANG, British str., 1,776, E. L. Tadd, Singapore and Calcutta 29th, General.—JARDINE, MATHESON & CO.  
Dec. 7, VALERIE, British str., 2,973, A. G. Cubitt, R.N.R., Bombay 10th Nov., Mail and General.—P. & O. S. N. Co.  
Dec. 8, EASTERN, British str., 3,000, W. Ellis, Kobe 1st Dec. and Fookhow 7th, General.—GIBB, LIVINGSTON & CO.  
Dec. 8, HAILONG, British str., 783, H. Bathurst, Tamsui and Amoy 7th Dec., General.—DOUGLAS LAPEAK & CO.  
Dec. 8, HETHA, German cruiser, 5,900, Derowsky, Amoy 7th Dec., General.—BUTTERFIELD & SWIRE.  
Dec. 8, LAUREN, British str., 1,340, Parkinson, Singapore 30th Nov., General.—BUTTERFIELD & SWIRE.  
Dec. 8, LYERMOON, German str., 1,238, Th. Lehmann, Shanghai 5th Dec., General.—SMITH & CO.  
Dec. 8, SKERBYTOW, British str., 2,200, R. C. Appleton, Swatow 7th Dec.—BUTTERFIELD & SWIRE.  
Dec. 8, SUNGKIANG, British str., 1,021, G. W. Moore, Manila 4th Dec., General.—BUTTERFIELD & SWIRE.  
Dec. 8, TAILER, German str., 1,065, H. Martens, Bangkok via Swatow 27th Nov., Rice and General.—CHINESE.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
7th December.  
Daijin Maru, Japanese str., for Swatow.  
Kurdistan, British str., for Haiphong.  
Kuretan, British str., for Haiphong.  
Loongnang, German str., for Shanghai.  
Pitanulok, German str., for Bangkok.  
Sullberg, German str., for Haiphong.  
Thea, German str., for Haiphong.  
Tsurugian Maru, Jap. str., for Kutchinotzu.  
Yikang, British str., for Yokohama.  
DEPARTURES.  
7th December.  
AUSA, CRAIG, British str., for Moji.  
BALLABAT, British str., for Europe.  
FLANDRIA, German str., for Shanghai.  
FORMOSA, British str., for Swatow.  
LOONGMOON, German str., for Shanghai.  
NANYANG, German str., for Saigon.  
PITANULOK, German str., for Bangkok.  
THEA, German str., for Haiphong.  
8th December.  
DAIJIN MARU, Japanese str., for Swatow.  
HOMAD, French str., for Haiphong.  
Kuretan, British str., for Haiphong.  
KYARVEN, British str., for New York.  
SULLBERG, German str., for Haiphong.  
YIKANG, British str., for Yokohama.  
VALETTA, British str., for Shanghai.

## VESSELS IN DOCK.

8th December.  
ARRIVED DOCK.—Doulton, Tientsin.  
KOWLOON DOCK.—Canton River, Elcano, H. J. Abrecht, Kuan Loo, Tacoma, U.S.S. Princeton, Justis, Lot-Lee, H.M.S. Hart, Mongkut, Dr. Hans Jurg Kiser, Saturn, Deucalion, Empress of Japan.  
COSMOPOLITAN DOCK.—Taicheng, Amigo, Heungshan.  
SHIPPING REPORTS.  
The British steamer Sunghiang, from Manila 4th inst., had strong N.E. monsoon with a very heavy sea until arrival.  
The British steamer Hailong, from Tamsui and Amoy 7th inst., had fresh N.E. gale with high sea and fine, cloudy weather to Amoy. From Amoy to port steady to moderate monsoon and fine, clear weather. Vessels in Amoy.

—U.S.S. Kentucky, H.J.M.S. Suma and Tamsui, str. Tientsin, Canton, Cheongchow and Peluse.

The British steamer Eastern, from Kobe 1st inst. and Fookhow 7th, experienced fine weather and strong N.W. gale from Kobe to Hieshan Islands, and thence to Fookhow moderate gale with heavy N.W. swell. From Fookhow to port had fine weather and moderate N.E. gale to Lamook Island with heavy following sea; from thence to port fine weather.  
The British steamer Fooksang, from Chinkiang 3rd inst., had fine weather with fresh N.W. winds to Nanki Island; from thence to port had light N.E. monsoon and fine, clear weather.  
On 5th inst., spoke an Italian man-of-war, off the Islands, from South for North; on 6th inst., two battleships and one four-funnel cruiser, off Ocken Island, from South for North; on 7th inst., KLVG, American four-masted ship, from Single Island bound to Hongkong.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above TO-DAY, the 9th inst., at 3 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 6th December, 1901. [312]

## FOR MANILA.

THE Steamship  
"ELCANO,"  
Captain Altonaga, will be despatched as above TO-MORROW, the 10th inst., at Noon.  
For Freight or Passage, apply to  
BEANDAO & CO.,  
Agents.  
Hongkong, 6th December, 1901. [313]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.  
THE Imperial German Mail Steamship

"PRINZESS IRENE"  
OF THE NORDDEUTSCHER LLOYD.  
Captain G. Dannemann, due here with the outward German Mail about the 10th inst., will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 7th December, 1901. [9]

THE OSAKA SHOSHEN KAISEHA, LIMITED.  
FOR ANPING (via SWATOW AND AMOY).  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 11th December.  
For Freight or Passage, apply to  
THE MIYOSI BUSAN KAISHA,  
Agents.  
Hongkong, 28th November, 1901. [18]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.  
THE Steamship  
"GLENROY,"  
Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th December.  
For Freight, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 6th December, 1901. [3025]

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA, and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN HAMBURG (Calling at Singapore and Penang)	On 12th Dec. Freight.
Capt. Borek	HAVRE & HAMBURG	On 28th Dec. Freight.
SERBIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. 1902. Freight.
Capt. Brehmer	HAVRE & HAMBURG	On 13th Jan. 1902. Freight.
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Jan. 1902. Freight.
Capt. Ammon	HAVRE & HAMBURG	On 12th Feb. 1902. Freight.
STRASSBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. 1902. Freight.
Capt. Madsen	HAVRE & HAMBURG	On 12th Feb. 1902. Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. 1902. Freight.
Capt. Schmidt	HAVRE & HAMBURG	On 12th Feb. 1902. Freight.
AMBERIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. 1902. Freight.
Capt. Duckstein	HAVRE & HAMBURG	On 12th Feb. 1902. Freight.
C. FRED. LAEISZ	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. 1902. Freight.
Capt. Fuchs	NEW YORK (via Suez Canal)	About 20th Dec. Freight.
ATHENA	NEW YORK (via Suez Canal)	About 20th Dec. Freight.
Capt. Wagner		

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [1051]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902  
"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 29th Jan., 1902  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1902  
"ATHENIAN" Comdr. H. Mewate, R.N.R. WEDNESDAY, 28th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pender's Street. [10]

Hongkong, 5th December, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 11th December.
KONIG ALBERT	WEDNESDAY 25th December.
PRINZESS IRENE	WEDNESDAY 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY 22nd Jan., 1902.
PREUSSEN	WEDNESDAY 5th Feb., 1902.
HAMBURG	WEDNESDAY 19th Feb., 1902.
SACHSEN	WEDNESDAY 5th Mar., 1902.
KLAUSCHOU	WEDNESDAY 2nd Apr., 1902.
BAYERN	WEDNESDAY 16th Apr., 1902.
STUTTGART	WEDNESDAY 30th Apr., 1902.
KONIG ALBERT	WEDNESDAY 14th May, 1902.
PRINZESS IRENE	WEDNESDAY 28th May, 1902.
PRINZ HEINRICH	WEDNESDAY 11th June, 1902.
PREUSSEN	WEDNESDAY 25th June, 1902.
HAMBURG	WEDNESDAY 9th July, 1902.

\* Steamers of the Hamburg-Amerika Linie. \* Calling at Amsterdam.

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain F. Groch, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 9th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.

Hongkong, 28th November, 1901. [9]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	KOBE & YOKOHAMA	MONDAY, 9th December, at Noon.
K. Kori	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th December, at Daylight.
HITACHI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 16th December, at 4 P.M.
N. Ohno	KOBE & YOKOHAMA	FRIDAY, 20th December, at Daylight.
KAWACHI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th December, at Noon.
YAWATA MARU	MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th December, at Daylight.
A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th December, at 4 P.M.
WAKASA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 30th December, at 4 P.M.
J. B. Macmillan		
KUMANO MARU		
E. W. Haswell		
ITO MARU		
S. J. G. Parsons		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager. [13]

Hongkong, 4th November, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	December 21st
VICTORIA	3,502	J. Pantou	December 27th
OLYMPIA	2,837	J. T. Brubridge	January 11th
GLACIOL	3,750	W. Frakes	February 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and Stewardesses on board. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.







